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MTA-CAC BOARD MEETING MINUTES

Aug. 1, 1995

The meeting was called to order at 6:40pm by Pres. Larry McFarlan.

CHAIRMAN'S REPORT

The Chair reported that the Wilshire Corridor issue continues to be pursued. A result of the Gilbardt meeting confirmed that the MTA will not release data on an existing project built where the least buildable dirt supposedly exists. (gas west of La Brea.) Hydrogen sulfite is NOT the problem, methane IS the problem.

7:00 PM JOE DREW, DEP. CEO

His responsibilities include:

- Allow executives to improve leadership, solving problems,
- Develop public trust -- of 100,000 feet, only 500 had problems
- To deal with the enormous financial challenges, explaining that of Prop A and Prop C funds, 60% are restricted. Only 40% of Prop A is used for various maintenance, etc., and Prop C is used to leverage bonds and other indebtedness (The \$157,000,000. In discretionary funds that the State is taking actually translates to \$3.2 billion because of borrowing power and matching Federal funds) and to remember that
- 50,000 jobs and cleaner air are benefits of the MTA.

Joe assured us that he would forward a copy of his briefing to the Board to the CAC.

The CAC commented that "PR is not working again, because the public is not aware of these issues."

Drew: "Unions will be a part of the issue."

Dickerson: "We need to blitz the media with the unions regarding jobs."

There is a divisive atmosphere. The supervisors vs. The MTA. Molina is the only one voting with the MTA. Howard S. Stated that Antonovich, Hayden and Polanco are anti-MTA.

L. McFarland: "The divisiveness must stop."

Drew: "This is the moral equivalent of the Vietnam War to Hayden. It is a political path for Hayden. The U.S. Senate has removed \$80 million out of our funds. They have the perception that we don't have out act together. We need to be more responsive, more timely."

S. McCarthy: "The MTA does not seem to have a crisis management team. The perception is bad. The MTA is a public agency and a public agency needs to serve the community."

Drew: "There is an obligation, but not at payroll and liability of the city. The attorneys have to waive prohibition of contact. Argonaut carries the insurance

at \$5.5 million now. The MTA is re-evaluating self-insurance...The MTA is late in taking a good look at Community Relations, but they have to do it."

The issue of SECRETS was raised.

Dickerson: stated that this is a PR issue and outline 3 illustrations.

- A. The Metro North in NYC - no heat on trains in the winter.
- B. Portland - Major tunneling problems under very expensive houses.
- C. Cal Trains - commuter system outside of San Francisco, gained neighborhood support.

Drew stated that the MTA is going to change the way they do business.

GENERAL BOARD DISCUSSION

Chairman Zarian has changed policy for items to come before the MTA Board. All issues must go through committee first.

MOTION - M.Dickerson/P. Corradi

Change the CAC Board Meeting to the 4th Wednesday night, with informational segment to begin at 6:00 PM and the regular meeting to begin at 6:30PM.

PASSED, ONE NAY

MOTION - M.Dickerson/P. Corradi

Change the Executive Meeting to Friday, 11:30 AM on the second week of the month.

PASSEDMOTION - STAN/2

That we request data and gas hazard issue on Wilshire Blvd.

PASSED

Chairman McFarland announced that the Work Program will be the only item on the next agenda. The informational portion will be on the bus line. The meeting will be held on the fourth Wednesday of August.

- T. Porter reported on the Crenshaw Town Hall Meeting
1. The So. Bay Chamber of Commerce (18 chambers) will publicize the event.
 2. The date is uncertain, but Sept. 13 looks good or the 30th.
 3. Chairman Zarian has asked for staff expertise, i.e. operations to be in attendance just to answer technical questions.
 4. Budget to be used for these meetings.
- The Press Release should come from staff (free press, community access TV, etc. This should go through Paul Monaci to Chairman Zarian.

Respectfully submitted,

Pamela Corradi
Secretary

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LA COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

CITIZENS' ADVISORY COUNCIL

MEETING MINUTES -- August 23, 1995

The meeting was called to order at 6:10 p.m. by Chairman McFarland.

Gary Spivak, Manager of Operations Planning presented the information part of the meeting.

There will be several committee meetings and public hearings during late December and January with final approval and input in July 1996.

Comment was made that cutting 9 buses = 1/2 the buses. Also that each bus saves 24 minutes in each direction.

Stan asked for a comparison of the cost of bus, auto and rail. He pointed out that this powerful argument for rail, probable has not been done.

L. McFarland asked G. Spivak to come back in 30 days with that information. He further requested that the information contain not only rail versus bus, but both comparisons according to different areas and types of use. He also asked why shuttles are not used more extensively, since they are cheaper. (Spivak explained that shuttle cost \$250 to \$300 thousand per, so the MTA opted for the larger buses.)

Another question raised was "How many riders at Western/Wilshire will not get onto the Red Line?"

The fact that Vermont is one of the most crowded bus lines due to the Braille Institute was also brought up.

M. Dickerson suggested that the MTA fully explain the choices, so people can give better input.

G. Spivak stated that he will provide those answers to our questions.

S. McCarthy asked where the meetings will be held. He stated that notice should have a response card to fill out and place in the kitty with suggestion, not only mail-ins for additional information.

INFORMATION TO CAC FROM STAFF

We will invite Jim Sowell regarding the EIR tunneling re: stips.

A Litigation Committee has been established due a motion by Z. Yaroslavsky.

J. Seal suggested that we add "Organizational Structure" to the program, because of our mission.

H. Sachar asked what the basics of the problem are. The MTA is under attack.

1. The Board meetings in the past were a fiasco, disgraceful.
2. The MTA has a poor image.
3. The public is concerned over the cost over-runs due to change orders and management contracts. What is basically wrong? This is the heart of the problem of all the attack.

S. McCarthy has attended the Construction Committee meetings. The Board members sit too close to the problem, he stated. The change orders are high.

S. Hart asked who examines the change orders. The only reason for a change order should be an unforeseen incident or a goof of the design.

M. Dickerson stated that contracts are made up of a great number of sub-items and the changes in the quantity of the sub-items, such as cement give rise to the change orders in many cases.

Audrey informed the CAC that Chairman Zarian initiated two new committees prior to his becoming Chair. The Cost Containment, Contracts and Efficiency and the Marketing and Public Relations Ad Hoc Committee were formed to address the change order and public image issues.

M. Dickerson stated that we need to look at problems not symptoms of the problems.

H. Sachar stated that Hayden would like to address the group.

M. Dickerson further stated that Katz would also like to address the group. He said that the MTA may be too micro-managed by the Board. Other Boards, such as the Water Board are made-up of elected officials and are well-run. Why is this not running well? Why not the MTA? Is it the size? Is it possible that this is the State Legislature's fault for the interference?

S. Hart suggested that it is the inexperience in planning and constructing rail in urban U.S. It can't be found in a textbook. The 1/8" gage larger than others cause the problems.

N. Bjornsen took issues with the inexperience of engineering. He cited BART, etc.

M. Dickerson agreed with Neil. The 1/8" issue was discussed to eliminate "seeking" to give a more pleasant ride, but increased wheel squealing was possible. Some members of the Board are rail unsophisticated and did not understand the consequences.

Neil suggested that this is politics versus engineering.

M. Dickerson asked how do we get the people on the Board to understand.

S. McCarthy stated that we need a "happy marriage". He is not convinced that we need an elected Board. It will just be a place for "term-limited elected officials" to sit until

something else comes along. They don't have time to study the issues.

L. McFarland noted the time constraints of the Board Members.

S. McCarthy further noted that there is a conflict of interest on the part of some of the Board Members. Other interests were more important to some of the Board Members and sited the County Budget issue.

MOTION - P. CORRADI/M. DICKERSON

That the Organization Structure be placed on the Work Program.

Passed

M. Dickerson suggested that Contracting Policy and Management be #2 on the Work Plan. For item #3, he sited such issues as the Crenshaw and Glendale Plans and the DMU.

L. McFarland added that routes and service alternatives need to be studied under planning.

M. Dickerson stated that he does not like the word "planning" because it was misunderstood as to its specific connotation at the MTA versus public perception.

The following work plan was adopted by the MTA CAC by unanimous vote, following a motion made by P. Corradi and seconded by N. Bjornsen.

CAC WORK PROGRAM • 1995-1995

1. ORGANIZATIONAL STRUCTURE
2. CONTRACTING POLICIES AND MANAGEMENT
3. SERVICE ALTERNATIVE AND ROUTE ALIGNMENT
4. TRANSIT PUBLIC RELATIONS

The objective is to review each of these areas and to bring motions to the MTA Committees, Board of Directors and the CEO. Information will be obtained from those involved, interested parties and outside independent sources.

The Executive Committee of the CAC will be responsible for breaking down each of these tasks into sections and scheduling meetings to cover each in turn. The overall schedule should be coordinated with the activity of the Board and the CEO so that motions can be made in a timely and relevant manner.

A. Rea commended staff for the Green Line Opening.

S. McCarthy again voiced his concern regarding the lack of a crisis management team. He said that Riordan asked for it 2 months ago.

M. Dickerson suggested that we refer each of our study areas to specific committees after

we have done our work.

N. Bjornsen stated that we need to avoid theorists and outside input. We have "already been there and done that".

S. McCarthy stated that he will talk to people regarding the crisis management team for their availability to talk to us.

M. Dickerson asked that we ask the Legislature, Chairman Zarian and staff to continue to give reports to us.

S. Hart suggested it is personalities who run this are most important. Academia is anti-transit. It is 80% the right personality and experience to run the MTA.

J. Seal stated it is very difficult. Back to structure. Some decent ones in the nation that are doing well are not micro-managed.

L. McFarland stated that Hayden will be here in 30 days and maybe the decision will be made for us.

S. Hart said it is too bad that the former Sacramento manager is going to Seattle and not coming to MTA.

Larry and Mike will invite Polanco, Hayden and Katz to our next CAC meeting.

H. Sachar stated that staff has lost all credibility.

OLD BUSINESS

S. Hart has attended 3 of the advisory meetings. He will continue to monitor.

NEW BUSINESS

MOTION - A. Rea/M. Dickerson

The CAC support the Federal Legislation of \$125 million for transit purposes of L.A. County. We are in the forefront of transit in the U.S. PASSED

Chairman McFarland asked that Audrey get the name and number of the legislation to all CAC members so they can write and call their representatives.

N. Bjornsen stated that he was delighted to know that Foothill Transit is going for an award of mid-life rehab of buses. This is a first. Also AC Transit has 132 standard diesel powered buses on the street.

Note: Leahy is still offering his one day tour.

S. McCarthy asked is there is a possibility of a tunnel tour yet.

T. Porter reported on the Community Outreach. It is scheduled for September 13, but the site is not certain, yet. Maybe TRW. We should all be there.

N. Chroman brought up a study of Access Services, Inc. in conjunction with the ADA.

Meeting adjourned 8:48 p.m.

Respectfully submitted

Pam Corradi
Secretary